FAIR ONES OF JUNE

Wedding and Marriage and Other Gowns

TO WEAR TO THE RESORTS

De Summer Trousseau Becomes a Vacation Outit, and in Studying It You Get the Freshest Ideas.

The June bride has at least two resfor being happy: her bridehood, a er bride, and the case with ch happiness in general is obtained the month when the young leaves fresh and the pink acaless and roses

lar prettiness of Jupe dresses if this too unsentimental to think—be maidered too unsentimental to say. dim. graceful, brown-eyed girl I d dress for her marriage yesterday



d a bit shocked when I told her a bit shocked when I told ner combility of putting on the thin, a gausy, white India silk she wore me of the principal things she had glad of; but if it be an object in or a bride to look pretty then she id never thouse a season or a cli-in, which fashion calls for white

corepe, white bengaline, semi-scent white wools and exquisite embroidered muslins are the I materials for the bride's gown flower weddings and the country weddings which tie up the des-of Juse wives. She of the brown f whom I started to tell you was ed in a Newport cottage opened a carifer, that it might be ready for ony. It was opened in more an one, for the early roses that meet than one, for the early roses that meet over two sides of it and made as awast were pulled in at the win-res and constrained with pink and its ribbons to twist about the sashes it the cornices and make a living dec-dice for the drawing room. Inder the roses that did not die to the manying the bride stood in

her marrying the bride stood in white silk frock with a big mah like that worn by Japanese women. She had one large pinish white rose in her hair and one at her throat and a his at her belt, and her tulle veil was d to her dress with roses. You not often see a girl who looks as thy as her maids at her marriage, having held pins for the putting to-her of this one it was pleasant to hat she did so.

m were five be sie straw-enfored princess frocks with leaf green. Their hate road Leghorns wreathed with eas, and they showed themselves is, as is the odd and rathe m at so many home wedapporter until she reached the hadowy hallway, where the ribbons the Leghorm fluttered in at the horway leading from the garden, the four hatted and parasolod ones



e tied to the long white paraks with broad pink ribbons. hite chiffon parasois are really too for flower baskets, but the fashion using them, half opened, is grow-ad the effect on a warm day might

woman thinks of burdening ser audit. It is more in las, if you choose to regard it can be looked at from two

omer outne that is, is con larger and larger proportion of vaca-tion dresses, pure and simple. The June bride does not forfeit her privilege of being amart, but she clings even more stremuously to another privilege, that of remaining a summer girl. From this point of view a trousseau finished and sent up to Tarrytown this

week was especially worthy of consideration. The outing freeks it contained had at least as much thought be-

eyes. The bell-shaped sieeves were striped above and white below, and the

broad belt was of white leather. The

short plain skirt was of cream-colored

crepe, with a front breadth of the striped

A wide hat of fine crimson straw was

Rather an odd verands or hammock

dress belonged in the trouseau of my Newport bride; it might be used even

are shown in the illustration. A dark

The lower skirt was cut with the usual

The fashion of veranda weddings of fers scope for more than one novelty.

Some ten days ago I saw a couple mar-

ried, also at Newport, for people wed at the summer capital earlier than they

dance, on a broad piazza hung about with lavender and white wistaria clus-

The bride wore what you might al-

most have called a white garden party

gown. It was a white "art" wool,

over a filling of white mull, and clasped at the waist with a white ribbon belt

fastened with a sphinz's head in beaten gold. The skirt was straight and plain,

The newness was in the garden hat of white chip, which looked strange enough on a bride, but was pretty, too, with its white ribbons and white clover

included a number of notably pretty seashore and summer promenade dress-es, the latter all lace and ribbons. One

that I remember particularly was of a soft, striped silk in pearl and pale pink, with a full waist, a Watteau plait gath-ered on to a yoke of heavy lace, and a

Greek design in narrow rose colored rib-bon running about the bottom of the skirt and finishing the narrow belt which clasped under one arm.

A challie which will see the sun at

more than one watering place-had a deep cream colored ground, strewn with purple and white lilacs. The bodice

was drawn to a point, and a yellow rib-bon girdle covered with black lace

crossed the front and tied in long lace-covered ends. A fall of cream-colored chiffon and black lace filled in the

throat, while about the bottom of the

skirt was a lambrequin flounce of black lace caught here and there with

big irregular bows of cream-colored

From another trouseens I might write about a seashore dress of fine ein-der gray serge, with a narrow border of

paier gray, figured somewhat oddly

with dull green sea weeds. The same border in a smaller design runs about the jacket, and the folded west is of dull

cloth with a big cravat of white chiffon at the neck slas, for this in the first

A pepper and salt cheviot is meant for a bridge traveling dress, and will do finely to finish with. It is noticeable

finely to finish with. It is noticeable for nothing but its studious endeavor to be correctly undistinguishable. The impoint seams of the skirt are tailor-stitched and buttoned with fint tailor buttons. There is a long open reefer sloping away on the sides, lined with changeable sift, and imposting with a

tog or "see turn."

and, for these days, rather full.

figured with large roses of so pale pink as to be almost white also, an

liant yellow eschecholtzias.

ters and overlooking the sea.

packed to go with it, with pendulous clusters of white wistaria blossoms for

material

trimmings.

TO MEET THE MODERN DEMAND

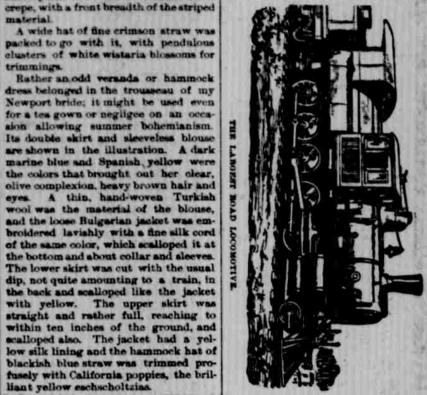
New and Faster Engines Must

Be Invented.

Ninety Miles an Hour for Long Distances had had at least as much thought be-stowed upon them as the reception dresses. A Figuro jacket in fine striped woolen stuff in crimeou and cream was the basis of as pretty a piazza toilet as the summer has yet inspired. It was drawn together in tight folds across the bosom over a biouse of white woolen crepe, the jacket being sewn to the close-fitting lining. There were small, twinkling gold studs to ornament the flat plait on the blouse which hid the serviceable but obscure hooks and eyes. The bell-shaped sleeves were Impossible Without New Machinery and Roadbeds,

"Can the present standard locomotive be depended upon to perform eighty or ninety miles an hour for long dis-

This was the question which I put to one of the chief engineers in charge of the many varied engineering departments of the Pennsylvania Railroad Company. He expressed the opinion that a long run at any such rate of



the engine. He admitted that the pow-er for making such speed is at hand, whether it be electricity, steam, air and oil combined, or compressed air and electricity. He said, however, that the machinery has not yet been invented which can endure the fearful strain of such a speed. "The present difficulty," said he, "lies in the fact that the steam said he, "lies in the fact that the steam is applied with each revolution at alter-nate ends of the piston head. Great power is lost in driving this steam back and forth. Some system of gearing must be invented that will yield speed with fewer revolutions of the wheels, so as to do away with some of the wear and tear of rapid running. Until that is accomplished even sixty miles an hour continuously is out of the ques-

The question of obtaining this result of slower revolution and faster speed is confronted by one of the main laws of mechanics: "What is gained in speed is lost in power" and "in slow motion is nower. in fast motion speed." Speed has been a vital factor in passenger transportation, since the introduction of steam as a motive power, and al-though the principle and its application have been wonderfully improved, we have yet to determine the limit of de-



WITH WATER.

velopment. The mechanical man fig-uratively washes his hands of the whole affair of future fast time, claiming that his part of the contract is fulfilled by the present high standard of machinery, which is able to perform a seemingly high rate of speed, and now all that is needed is a corresponding advance in the transportation department of rail-

The transportation department claims that the speed qualities of the present day becometive do not surpass those of its predecessors of thirty years ago. The improvements, they say, are all in the direction of lightening the machinery and increasing its durability, while it (the transportation department) up-holds its claim by wonderful improve-ments in roadbeds, rails, track tanks, straightened lines and such a line of block signals as the Pennsylvania ays-

tem has employed.

At this point a third party steps in and, like the story of old in which the knights and a chameleon figured, says:



A TYPICAL "STANDARD" LOCOMOTIVE

wrong," claiming that the speed power is at hand, but that before it can be appiled the transportation department will have to make even greater improve-ments. Thus the embarrassment of complicated theories staggers the lay

is on the central magnet, were in and it, as the central magnet, were in afterest the highest talent from the great American frunk lines, the solution of "one hundred miles an hear" would be solved in a short time and after company

FAST TIME AT HAND the speed engine of the future, but exhas somewhat disappointed our expectations. Now they are re-ceiving the careful attention of railway officials and projectors on the score of economy and marvelous hauling power.

rather than fast time makers.

They steam freely and effect in their trials a saving of from twenty to twen-ty-five per cent. of coal.

The compound locomotive differe use only in its cylinders and parts attached to them. Its principal feature is that it takes advantage of that valuable quafity of steam, its expansibility, using the steam in two or more cylinders. The primary object is compounding is economy of steam, and con-sequent saving of water and coal. The steam is admitted first to a "high-pres sure" cylinder, and there performs a part of the duty; it then passes into a larger "low-pressure cylinder," where the remainder of its expansive power is given out. From this cylinder it escapes into the atmosphere or a condenser at a very low pressure. Great economy is shown in heavy freight service on grades and curves.

As an illustration of modern improve ment compound locomotives are inter-esting. As a medium for future fast time they could no more hold the power necessary for fast speed—even eighty miles an lour—than could the present standard.

The theory of lighting at night a trunk line from terminal to terminal by electricity to enable higher rate of speed has been exploded, as it is a wellknown fact that travel at night is faster and safer than that of the day, for the engineer has no chance of being con-fused, having light guides from block signal and switches and no conflicting Future fast time resolves itself to

this: An engine must be created to stands begging for capture at our door; railreads must be constructed without grade crossing, nothing over ten feet to the mile and no curves greater than thirty minutes, few trains, no cause for stops on short distances and necessary block signals further apart; two tracks, far enough divided so that trains passing each other may not be endangered or their speed affected. In fact, it should be a double-tracked

railroad, with two single tracks, en-tirely separated. With such improve-ments one hundred miles an hour is feasible, and money and talent can de-velop it. HENRY RUSSELL WAAY.

A TROUBLESOME DEFINITION. The Young Idea Gives the Paternal Min-

"Papa," said the boy, shaking his head dubjously as he looked up from his book, "I'm afraid I never can under

stand all these words." "Tut, tut, my boy," returned the father, laying aside his paper, "you mustn't get discouraged. Once you learn the definitions you will have no trouble at all in understanding how to use them. Take any word you wish—" "Fast, papa," suggested the boy. "Yes, of course; 'Fast' means rapid, speedy. Understanding that you can't make any mistake."

make any mistake."
"A fast horse is one that runs, isn's

"But, pape, a fast man generally rides, doesn't he?"
"'Um, well, my boy," and the old gen-tleman looked at him over the tops of his glasses, "you're beginning to get

"And a fast color is one that won't run, isn't 10?" "There, there; that'll do-"But, paps, I want to know."
"Run out and play and don't bother
me any more when I'm reading the

And so the lesson came to an end. Chicago Tribune.

Natural Mistakes. The great difference between the sig-ification of words and terms in the English tongue which are almost the me in etymology and origin is a great ement of difficulty to a foreigner who learning the language. Some cases actual occurrence will illustrate this

A German, who applied to a New York business house for employment, recommended himself thus:

"The capacity in which I like best to earn my living, and the one in which I am most able, is that of a confidence

He meant "confidential man," and his mistake was rather alarming to those to whom he wrote.

One of the worst cases of the kind on record is that in which a young French-man, wishing to flatter an American lady, wrote to her:
"I wish greatly that once more I

could gaze on your unmatched eyes!" He did not discover the great difference between "unmatched" and "match-less" until he found out that the lady, who was "just cross-eyed enough to be interesting," had been deeply offended by his compliment.—Youth's Compan-

HIS THREE SHIPS. scurate Description of the Fleet of Old

Christopher Columbus. The American naval officers sent to Spain to ascertain the details of design of the three craft which formed Columbus' fleet on his voyage of discovery, with the design of having the vessels built and navigated for the Chicago ar-hibition, have been very successful in their labors, and, indeed, many points of dispute have been settled as to the type of craft, and generally the famous painting by Brugada in the museum at Madrid has been found to be correct. In the search the log of the admiral of the fleet was found, as well as charts and sketches made by the pilot, Juan de la Corso. Columbus' boat was the Santa Maria, and the escorting craft named Nina and Pinta

The first named was the largest, ing about seventy-five feet over all. The keel was sixty-two feet, the breadth was twenty feet (only four feet of length to one of the beam, whereas now it is nine to one). The hold was about en feet deep and the capacity been one hundred and twenty and one tween one hundred and twenty and one hundred and thirty toms. The erew commisted of ninety men, and they were accommodated in houses forward and aft. The latter axtended to the center of the ship and constated of two stories, somewhat after the style of the stern of

our old two-deckers.

There were three masts, with five sails in all, including a jib, a foresail sails in all, including a 1th, a foresail and a gestessil of energons area, with a

targe cross painton on m. a was the custom with the Spaniards and Portuguese to distinguish their ships from those of the godless. Above the mainsail was a topsail, while on the mirzenment there was what might be termed a three-cornered ingsail—something be-tween a lugsail and a jib. The main-mast had a military top. The speed got was eleven knots per hour. She had very small guns. By the way, the main flag had four squares, on two of which was a lion rampant, and on the others a castle, the arms of Castile. Aragon was excluded from this honor by order of Queen Isabella, as it refused to con-tribute to the cost. The pennant had the initials of King Ferdinand and the queen, Isabella. The construction of the Santa Maria and the other two vessels is to be commenced forthwith.

Another Tradition Smashed. A snake has been found in Ireland at last. A lielfast newspaper says that a snake seven and a half feet long and nearly seven inches in circumference has been killed at Nora's Glen. It was taken to a contractor's yard in the town. There the reptile was inspected by a large number of people. The solitary snake of Iroland will be pre-served in a glass case for the inspection of future generations.

Giass Type. The French newspapers are just now testing a novel sort of type, some made of malleable glass by a new process. The new types preserve their cleanli-ness almost indefinitely. They are said to wear better than those made of metal, and can be cast with a sharpness of line that will print more distinctly than is possible with the old style type. La Patrie is now printed entirely on glass

Why Nitrate Is in Domand. The modern smokeless powders con-tain nitrates in more or less quantities; that is why the nitrate mines are so valuable just now.

Don't Rub Off the Enamel of the teeth with gritty preparations. The teeth are too valuable to be trifled with. When gone, you must have false ones or "gum" yourself through life. Use SOZODONT, which contains no grit. It cleases the mouth and vitalizes the secretions.

Don't drink impurities. Order pure spring water of the Crystal Water com-pany, office 24 Pearl street. Telephone

Garfield Tea is composed wholly of harmless herbs, hence its effects can never be injurious. Why, then, take nauseous pills, oils or cathartics that constipate?

Go to Dettenthaler's for imported sar-

Dr. A. Smith, No. 109 Bostwick street, will give clarvoyant and business read-ings. Office hours 8 to 12, 1 to 4.

Pure spring water delivered at your door for 5c per gallon by Crystai Water company. Telephone 918.

Go to Dettenthaler's for all kinds of

Excursion Tickets Will Be Sold At round trip rates named by the C. & W. M. and D., L. & N. railways as fol-

"Well, yes, sometimes. You're beginling to understand."

"Well now a fast man generally of the control of the Chicago, Ill., June 16 to 20...... 5 40 Cincinnati, O., June 28 to 29...... 9 10

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M., G. R. & I. R. R. Commencing June 13, trains for Muskegon will leave Grand Rapids at 6:55 a. m., 11:25 a. m. and 5:30 p. m. Sunday train leaves at 7:45 a. m.

If you are fortunate enough to have one, and spend Sunday at Ottawa Beach or the TAKE Park.

Appreciating the desire of

Appreciating the desire of many to get away from the city to some cooler plage at YOUR which to stay over Sunday, we have arranged for a special train to Ottawa Beach next Saturday, June 12th FAMILY leaving Union station at 6:30 p. m. arriving at the Beach about 6:45. If you want to come home Sunday night WITH you can do so on the special which will leave there at 6:30 p. m. or you can wait until

p. m. or you can wait until 7:00 a. m. Monday and come YOU. up on the first business man's train of the season. The latter will get you here st 8 o'clock in time for business.

George DeHaven.

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R. & I. R. R.-Traverse City, Petoskey and Mackinsw. Commencing June 13, trains leave for Traverse City 7:20 a. m., 2 p. m. and 4:15 p. m. For Petoskey and Mackinsw, 7:20 a. m., 2 p. m. and 10:30 p. m.

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popular remedy known.

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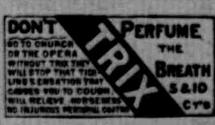
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